



May 24, 2022

To the Chair and Councillors,

Infrastructure & Environment Committee

Re: Item 30.11 – On-Street Electric Vehicle Charging Stations – Pilot Conclusion and Next Steps

I am writing on behalf of ClimateFast, a volunteer organization promoting climate action, with members located mostly in the Greater Toronto Area (GTA). I'm also a resident of Ward 11 who would like my next car to be electric. And finally, I am the new Neighbourhood Climate Action Champion for my ward, and have an interest in ensuring that all residents in my ward have the option of choosing an EV as their next vehicle.

TransformTO's Critical Steps to Net Zero by 2040 has set a target of 30% for registered personal vehicles in Toronto to be electric by 2030. We strongly support the City's efforts to accelerate the installation of an effective network of charging stations in order to meet that target.

Most Canadians drive less than 60km per day. Battery technology is improving and the majority of EVs now travel 200-400 km on a single charge.¹ It is, therefore, safe to assume that most charging will be done overnight, at or near people's homes. This is clearly the element that the City must focus on to promote faster transition to zero-emission transportation, and so we are making the following suggestions.

Home charging stations

The Atmospheric Fund's (TAF's) recent EV Charging Survey showed that about half of homes in the City of Toronto had either a driveway (23%) or a home garage (26%) that could be equipped with an EV charger. For this reason, electrical service upgrades to homes with dedicated parking spaces should be required to have the capacity to support at least a Level 1 charger.

¹ plugndrive.ca

Financial and advisory support for such upgrades should be included in the City's housing retrofit programs.

On-Street charging stations

TAF's recent EV Charging Survey also indicated that 30% of respondents did not have dedicated parking spaces and relied on street permit parking. Three quarters of respondents were willing to walk up to only 5 minutes from home to charge their EV.² These facts make clear the need to install Level 2 on-street chargers in sufficient numbers to meet this demand. Additional charging capacity might be provided off-hours at public schools and other community facilities.

Parking garages and lots for MURBS

The City should make every effort to encourage apartment building owners, condo corporations and condo owners to install charging infrastructure or to at least ensure that their buildings have the electrical capability to install chargers as demand for such amenities grows. Where the authority of the City allows, this requirement should become a mandatory requirement for any new construction or significant renovation.

Changes in 2018 to provincial condominium regulations eliminated the need for a vote of condo owners, and provided a process for individual owners to request and obtain the required information to install their own EV charging systems.³ This fact should be communicated to all condo owners.

We fully support the City's efforts to put in place the infrastructure required to remove barriers to EV adoption, which is critical for Toronto to meet its climate goals for a net zero future.

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² [taf.ca/wp-content/uploads/2022/05/Toronto_chargingsurvey_results.pdf](https://www.taf.ca/wp-content/uploads/2022/05/Toronto_chargingsurvey_results.pdf)

³ [ontario.ca/laws/regulation/010048](https://www.ontario.ca/laws/regulation/010048)